# NAVIGATION PROGRAM DEVELOPING THE FY 08 BUDGET

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# Corps Navigation Mission

**Provide safe, reliable, efficient, effective and environmentally sustainable waterborne transportation systems for movement of commerce, national security needs, and recrea**

# “Initial” Definition

- 75% of FY 07 President’s Budget for MSC
- O&M – “must have” or “bare bones” O and M
  - greatest benefit for the investment consistent with performance measures and sufficient to meet minimum legal responsibilities for environmental compliance, operation and safety
  - Additional increments to add demonstrated increases in performance
  - High Risk Maintenance
- Starting point to build performance based budget
- **"Initial" does not mean "Adequate"**

# Key Factors

- **Operations and Maintenance (O&M)**
  - "must have" or "Bare Bones"
  - Commercial Waterborne traffic (tonnage & system ton-miles)
  - Rank
  - Avg $ per Ton
  - Other Considerations: Refuge & Safety, Subsistence, National security, etc.
  - Remaining Items – R&D, waterborne performance data
  - Risk & Reliability
  - Remarks, Purpose, Consequences

# O&M INITIAL INCREMENT

**What is included**
**What is not**

**1. Bare Bones Operations costs (locks)** — **May not be full 24-hour operation**

**2. Bare Bones maintenance (locks)** — **would not be all maintenance needs**

**3. Dredging high use commercial deep draft and inland projects** — **no advanced maintenance dredging or high use segments of projects**

**4. Dredging subsistence harbors**

**5. Dredging Critical harbors of refuge** — **does not include all harbors of refuge**

**6. Caretaker**

**7. On-going major maintenance of high use proj/segments** — **does not include new major maintenance**

**8. Critical maintenance of disposal areas for 3 above** — **does not include routine maintenance of CDFs**

**9. Dredged Material Disposal Facilities**

**10. Certification** — **does not include all certification**

**11. Bare Bones PCS** — **does not include all PCS**

**12. Critical studies for high risk coastal structures** — **does not include studies of all structures**

**13. Bare bones debris removal/obstruction removal at high use ports** — **does not include all projected removal needs**

# LOW USE SUB-PROGRAM?

| | > 1M tons | < 1M tons |
|---|---|---|
| **<$2/ton** | Houston | **Big Sandy ($0.04/t)** |
| **>$2/ton** | **Humboldt ($5/t)** | Ouachita ($6/t) |

Harbor Types – WW, DD, LDD, etc

# Significant Changes from FY 07

- Surveillance of Northern Boundary Waters (to FDR)
- One subprogram made up of low-use harbor channels and low-use waterway segments
- Terminology change, low-use harbor channel verses shallow draft harbor
- Increment changes – 1.1 goes to 2, the number of increments goes from 7 to 5, increment 8 is “not eligible” and increment 9 is “unbudgetable”
- Major Rehabilitation, Dredge Material Disposal Facilities and Mitigation now under O&M
- Army/ASA Rank was added

# Significant Changes from FY 07 (continued)

- Contract Type was added
- New item under Increment 1 for Environmental Certification by State
- Consider Projects Regionally
- Risk and Reliability
  - R&R Index 1 through 5
  - 1 highest  5 lowest
  - MSC submits definitions for R&R Index 1-5
  - No item of critical maintenance will be in ceiling without R&R Index of 1

# FY 08 Budget Guidance EC 11-2-187

- Engineer Circular (EC) 11-2-187
- Final Draft Doc posted on Tuesday May 23, 2006
- Intranet and Internet
- https://corpsinfo.usace.army.mil/cw/
- http://www.usace.army.mil/inet/functions/cw/cecwb/index.html
- FAQ posted to the website
- “Make it Great in ’08”